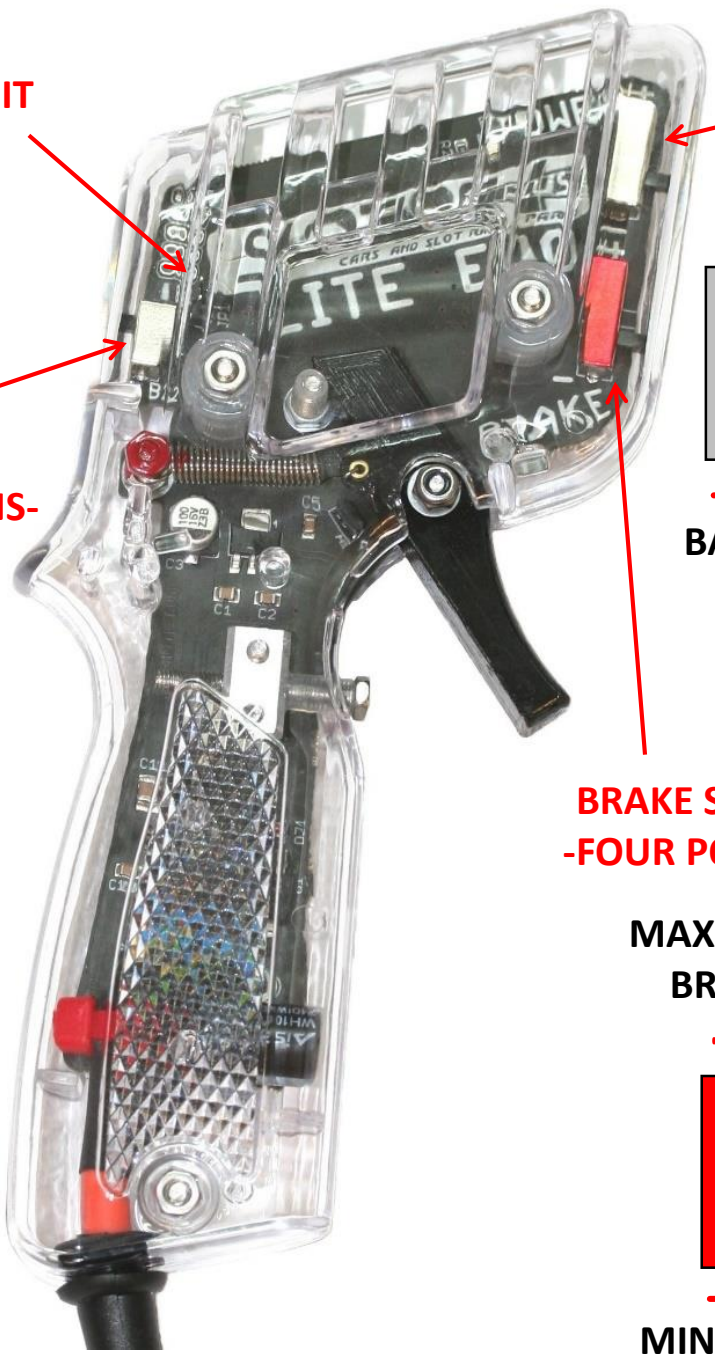
SLOTING PLUS
CARS AND SLOT RACING PARTS

LITE -EVO-



PINS TO SHORTCIRCUIT

CURVE SELECTOR -FOUR POSITIONS-

CURVE BANK -TWO POSITIONS-

BANK -1-

BANK -2-

+ C4 C3 C2 C1 −

BANK -1-

+ C8 C7 C6 C5 −

BANK -2-

BRAKE SELECTOR -FOUR POSITIONS-

MAXIMUM BRAKE

\+ 100% 85 75 50 −

MINIMUM BRAKE

PERCENTAGE

TECHNICAL FEATURES OF THE CONTROLLER -LITE -EVO-

- 100% electronic controller.
- Built-in microcontroller.
- Acceleration and brake control through PWM signals and Mosfet transistors.
- No rheostat to corrode and fail.
- Use the controller on tracks with positive or negative connection.
- Green operating LED indicates track power.
- Track short circuit and overheating protection - even if dead short - no smoke!
- Protection against mistake connection. Bullet Proof - No matter how you connect it, it will not crash and burn.
- Flexible 44" (1.25 m) cord length.
- Range of use from 8V to 22V.
- Minimum electrical consumption.
- Banana type connectors.
- Magnetic trigger (Hall effect) no physical contact - can NEVER wear out.
- Eight curves available (four in bank -1- and four in bank -2-).
- Four braking levels 100 - 85 - 75 and 50%
- All adjustments are made from the outside, are easily accessible and do not protrude to avoid breakage or unwanted manipulation.
- Simple and intuitive use of all switches.
- 3D plastic trigger for one finger.
- New Parma casing type suitable also for children.
- Rubber protector for the cable and silicone tubes to fix the plate to prevent the movement.
- Reduced weight.
- Box for transport and protection.

CURVE SELECTOR:
You have 8 curves, four in **SETUP -1-** and four more in **SETUP -2-**. The setups are selected with switch **-A-** (**B1** switch up for setup-1 and **B2** switch down for setup-2, both are printed on the plate). With switch **-B-** you can select the four curves that are available in each setup, and we can switch between them following symbols **+** and **-** printed on the plate.

The system is "upward curve", that is, CURVE -1- is the softest and CURVE -8- is the most aggressive. Select the one that best suits you, the car and the track.

BRAKE:
There are four intensities; 100%, 85%, 75% and 50%. Place the switch in the position that is most comfortable for you to drive the car and vary the level of braking depending on each car. Switch between these values following symbols **+** and **-** printed on the plate.

CHANGE OF POLARITY:
The track must have power and there must be no cars in the track lane.
1st Plug in the controller (the green LED will light up).
2nd Press and hold the trigger in the maximum acceleration position throughout the process.
3rd Then gently touch the two pins **-E-** (located on the back/side of the case) with a metal object for a moment to cause a short circuit (the LED will turn off for a moment and then will turn on again).
4th Wait for 10" until the LED flashes five times and after this you can release the trigger.
5th Unplug and plug in the controller again.

The polarity change is complete.
You can perform this operation as many times as necessary.
If when you put the car on the track it shoots backwards, this means that you need to change the polarity on the controller.

TRIGGER CALIBRATION:
The track must have power and there must be no cars on the track lane.

1st Plug in the controller (the green LED will light up) and, **WITHOUT TOUCHING THE TRIGGER-**, gently touch the two pins **-E-** (located on the back/side of the case) with a metal object for a moment to cause a short circuit.
2nd Wait until the green LED turns off and then, press the trigger to the full throttle, holding the trigger in this position until the LED has flashed five times. After five flashes, you can release the trigger and the calibration will be done.
3rd Unplug the controller and plug it again. The entire trigger calibration process is now complete and you can now put the car on the track.

You can perform this operation as many times as necessary.

MAINTENANCE:
The only maintenance required will be to lubricate and/or grease the two cylinders that allow the trigger to move. Both cylinders are properly lubricated at the factory, but this lubrication does not last forever.

If over time or with intensive use you notice the need to grease it again, you simply have to open the controller case by unscrewing the three M3 screws on it.
Once the top cover is removed, unscrew the nut **-T1-** to remove the spring and then remove the trigger self-locking screw **-T2-**.
Remove the upper washer and you can now remove the trigger.

Now you can lightly lubricate the two cylinders inside the trigger with grease or some lubricant of a certain density, taking special care not to stain the electronic board to prevent the lubricant can cause a short circuit in some electronic components.

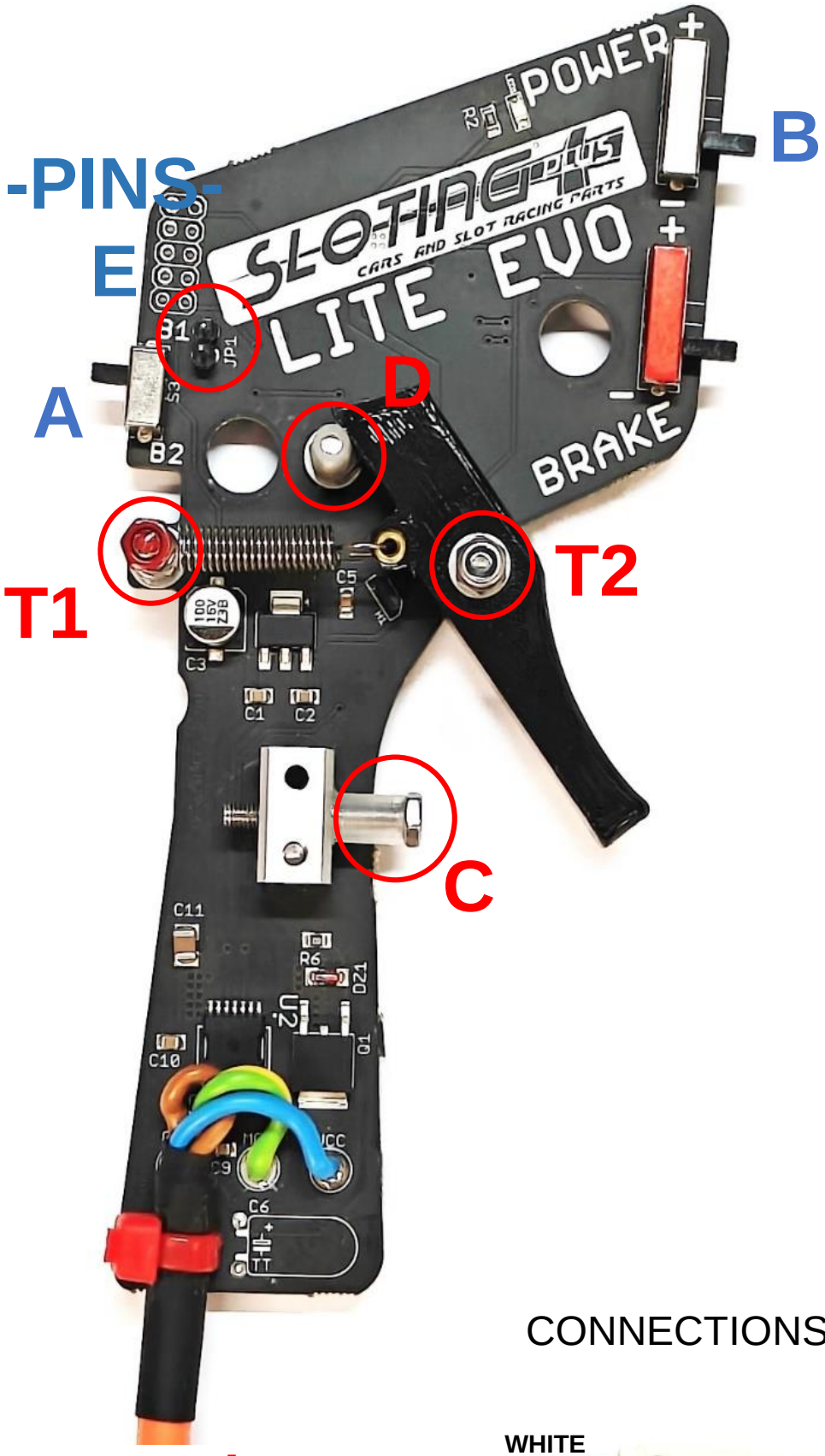
Reassemble the entire assembly in the reverse order, remembering to put the washers (one at each end of the cylinder) and **-DO NOT-** tighten the trigger screw **-T2-** too hard as it is self-locking.

Once the trigger assembly is complete, make sure that it operates smoothly and then you must calibrate the trigger.
Do not manipulate under any circumstances the trigger either, you can only modify or replace the spring in case that the tension may not be to your liking.

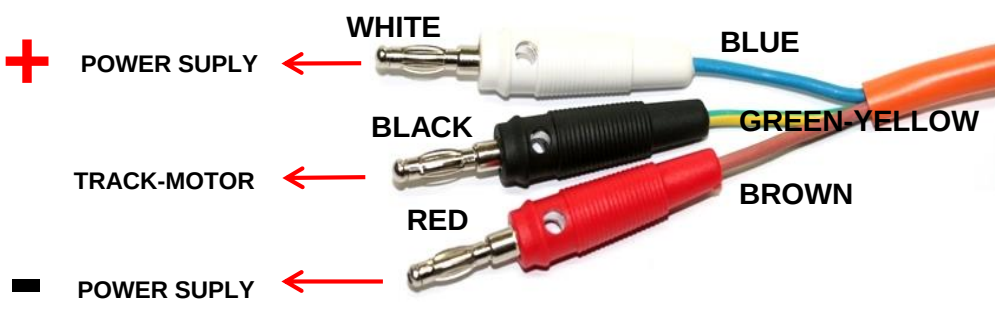
Open the controller housing by removing the three M3 screws and then unscrew the nut **-T1-** to remove the spring. If you have difficulty removing the spring at the end that it's attached to the trigger, remove the trigger to make this operation easier.

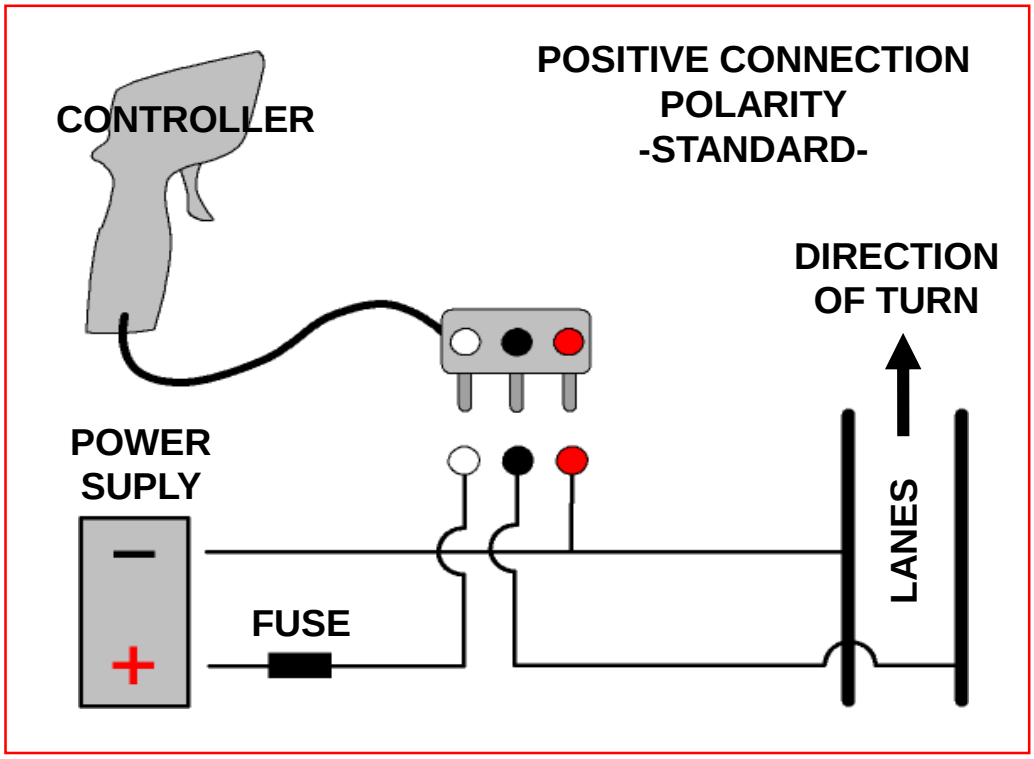
Although the trigger and its moving parts are designed for intensive and long-lasting use, it is possible that with continued use, slight and insignificant wear may occur, causing a mismatch in the trigger position.

The possibility of this happening is minimal, but possible, and although this possibility is already contemplated by the factory, in some more extreme cases it will be necessary to reset the controller by calibrating the trigger so that the sensor correctly detects the maximum acceleration and braking position.



CONNECTIONS SCHEME

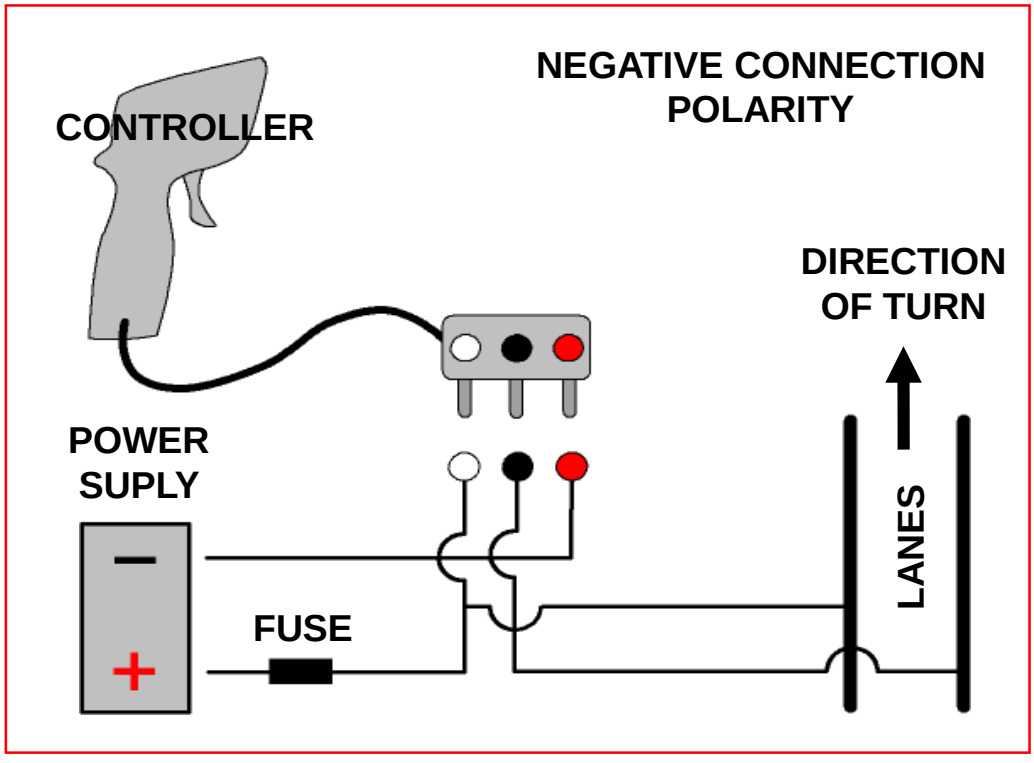




VERY IMPORTANT

Before connecting the controller to the track, make sure that the polarity of the track corresponds to that of the controller (positive polarity)

If you want to change the direction of rotation for the car on the track, you **ONLY** have to change the connections on the track rails. **NEVER** on the Power Supply because the electronic controllers may suffer irreparable damage.



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